

Minutes of NEPA/404 Merger Meeting
for
FAP Route 10 (U.S. 67) & FAP Route 315 (U.S. 136)
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 031483-00P

On September 25, 1998, the NEPA/404 Merger Meeting was held at the District No. 4 office in which an evaluation of the proposed alignments for each Macomb Bypass Corridor were presented by the District and their consultant for this project, Parsons Brinckerhoff Quade and Douglas, Inc.(PB) The purpose of the meeting was to discuss and receive concurrence for the following item:

1. Alternates to carry forward within a preferred Bypass Corridor

An agenda packet was handed out which contained the meeting format; project history; project study area; typical section; coordination with public, Macomb City Council and McDonough County Board, and endorsements by the City Council and County Board; alignment comparisons showing suggested alignments to drop in each corridor with reasons, and suggested alignment to remain in each corridor with reasons, both supported by a bullet listing of reasons; a Bypass Corridor comparison/selection, and Impact Tables covering the environmental and design impacts associated with each alternate alignment. Refer to the attached attendance sheet for meeting participants.

Paula Green introduced the Macomb Area Study. John Page of PB then presented a brief background and history of the of the Macomb Bypass Corridor covering the items in Section 2 of the Agenda. Tom Lacy next presented the physical and design features for alternate alignments NE-1, NE-3, and NE-9 in the North East Corridor, utilizing the 1:4000 aerial mosaic exhibits to highlight key features. Paula Green then presented the environmental features in the North East Corridor that were highlighted on the aerial mosaic exhibit and described how the alternate alignments avoided or created impacts. John Page then compared the impacts utilizing a slide presentation to explain the key factors leading to the recommendation of alignment NE-9 as the optimal alignment in the North East Corridor: significantly less woodland impacts, avoids bow in creek and two additional channel crossings, avoids wetland seep areas, and crosses less rugged terrain. John presented alignment NE-9 to the agencies requesting approval of the optimal alignment. Approval was granted.

The same procedure was followed to describe and evaluate alternate alignments NW-1, NW-2, and NW-3 in the North West Bypass Corridor. It was established that NW-1 was the least favorable alignment as it had the highest floodplain area impacts, severs high quality wetland site #55, impacts higher quality woodlands and potentially

impacts the Hills Thistle. Due to the recent need to shift the south end of the alignments west, additional photogrammetric and environmental surveys will be needed to confirm the optimal alignment. Approval was requested to drop NW -1, and continue studies on both NW-2 and NW-3 when the new data arrives. The agencies approved the request to drop NW-1 and carry both NW-2 and NW-3 forward.

Alignments S-1, S-2, and S-5 in the South Bypass Corridor were then presented in the same manner. S-5 was recommended as the optimal alignment in the South Bypass Corridor as it involved less agricultural land impacts, less right-of-way needs, less diagonal severences and house displacements, was located the farthest from the residential subdivisions and avoids the area of Loggerhead Shrike sightings. Approval of S-5 as the optimal alignment was requested and granted by the agencies.

John Page then presented the comparison of the South and North West Bypass Corridors to determine which one should be selected to join with the NE corridor to become the proposed Macomb Bypass Corridor. Based on a comparison of the impacts showing that the South Bypass would be nearly 50% longer and 50% more expensive to construct; with farm, right-of-way and agricultural impacts ranging from 50-100% more; and that traffic would be better served by a NW/NE Bypass Corridor, Agency approval was granted to the District's request to drop the South Bypass Corridor from further study.

The third NEPA/404 Merger Meeting will be at the DEIS review stage. The agencies agreed that they would want to see the further refined studies before signing off.

Supporting Documentation -Dennis Johnson (FHWA) called District 4 on October 2, 1998 to report that he had talked with Wayne Fisher (FWS) regarding the Macomb Area Study, and that Wayne had concurred with the position taken to drop the South Bypass as approved at the meeting.

Below is an area where you can indicate your concurrence or desire to discuss this matter further. Please return your response to us in the enclosed self-addressed envelope.

Check the appropriate response:

☐ I concur.

☐ I would like to discuss this further.

Signature

Title

Date

ATTENDANCE SHEET

	NAME	REPRESENTING	PHONE #
1.	Chris Rups	HNTB	(312) 930-9119
2.	John O'Halloran	HNTB	(312) 930-9119
3.	Warren Myers	HNTB	(312) 930-9119
4.	Paula Green	IDOT	(309) 671-3478
5.	Dave Clark	IDOT	(309) 671-3493
6.	Steve HAMER	IDNR	217-785-5500
7.	John Anderson	IDOT	309-671-3454
8.	Paul Niederkofen	IDOT	217-524-1651
9.	Deann Johnson	FHWA	217-492-4625
10.	Kathy Hoesenschlager	FHWA	217-492-4620
A-21 11.	Barb Traeger	IDOT	217- 671 ⁷⁸⁵ -0202
12.	RICH NOWACK	IDOT Dir	217-785-2942
13.	KATHY AMES	IDOT	217-785-0203
14.	LEW BAKER	CORPS	(309) 794-5350
15.	Mik B...	IDOT-B.D+E	(217) 782-7077
16.	Sherry Kamke	U.S.EPA	(312) 353-5794
17.	PETE FRANTZ	IDOT - Environment	217 782 4770
18.	Tom LACY	IDOT	(309) 671-3453
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20.			
21.			
22.			
23.			
24.			
25.			

ATTENDANCE SHEET

	NAME	REPRESENTING	PHONE #
1.	Walt Trachsel	PARSONS BRINCKERHOFF	312-803-6526
2.	Jill CRANE	PLANNING RESOURCES / PB	630-668-3724
3.	John Page	Parsons Brinckerhoff	919-468-2130
4.	Mark Henderson	Parsons Brinckerhoff	631-803-6487
5.	Paul Herz	IDOT D4	309- 671 ⁶⁷¹ -7462
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Memorandum

To: file

From: John Page

Date: April 30, 1999

Subject: Minutes for Agricultural Coordination Meeting
Macomb Area Study
April 16, 1999

ATTENDEES:	Kevin B Rund	IL Farm Bureau	Director, Local Government	309-557-3274
	Jim Hartwig	IDOA		217-782-6297
	Tom Lacy	IDOT	Project Engineer	309-671-3453
	Paul Heeg	IDOT	Squad Leader	309-671-3462
	Paula Green	IDOT		309-671-3478
	Jackie Scharitz	IDOT		309-671-3479
	John Rowley	IDOT	Agriculture and Erosion Control Specialist	217-785-2834
	Mark Henderson	Parsons Brinckerhoff	Project Manager	312-803-6487
	John Page	Parsons Brinckerhoff	Environmental Lead	919-468-2130
	Amy Eckland	Planning Resources Inc.	Ecologist	630-668-3788

The meeting was held to discuss alignment selection findings for the Macomb Bypass with representatives of the Illinois Department of Agriculture (IDOA) and the Illinois Farm Bureau. These findings included the alignment conclusions made at the September 1998 NEPA/404 meeting and alignment studies completed since the September meeting. IDOA and Farm Bureau representatives were provided with copies of the September 1998 comparison of alternatives and a April 1999 comparison of alternatives. The following was concluded:

- The representatives of IDOA and the Farm Bureau concurred with the decisions made at the September meeting, including dropping the South Corridor and Alternatives NW-1, NE-1, and NE-3 from further consideration.
- It also was agreed that the agricultural impact trade-offs reflected in the current comparison of NW-2 and NW-3 do not favor one alternative over the other. Representatives of the IDOA and the Farm Bureau expressed no preference. It was noted that NW-2 would take more agricultural land but it tended to be close to the forest edge. NW-3, while taking less agricultural land than NW-2, would



file
April 30, 1999
page 2

split several farms down the middle. It was suggested that a better understanding of the farm operational problems associated with each alternative would be useful in making a distinction between the two alternatives. Such problems only would be known to the land owners and operators. It was also suggested that soil quality might be another way of making a distinction between the alternatives.

- Representatives of the IDOA and the Farm Bureau concurred with the IDOT's recommendation that the current study's NE-9 and NE-3 should be dropped from further consideration in favor of NE-9R and NE-1.

c: Tom Lacy (IDOT)
Paul Heeg (IDOT)
Paula Greene (IDOT)
John Rowley (IDOT)
Mark Henderson (PB)

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Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

May 12, 1999

STUDIES & PLANS - PHASE I
FAP Route 313 (U.S. 34)
Carman Road to Monmouth
Henderson & Warren Counties
Job No. P-94-030-95
Catalog No. 031314-00

STUDIES & PLANS - PHASE I
Macomb Area Study
McDonough County
Job No. P-94-152-91
Catalog No. 030010-01

Mr. Jim Hartwig
Illinois Department of Agriculture
Division of Natural Resources
Bureau of Farmland Protection
Illinois State Fairgrounds
Springfield, IL 62706

Dear Mr. Hartwig:

Enclosed for your information are the minutes from the meeting held on April 19, 1999 concerning the above captioned projects.

Please contact Paula Green of our office at (309)671-3478 if you have any questions concerning this matter.

Very truly yours,

D. E. Risinger
District Engineer

By: Roger E. Roche
Roger E. Roche
Acting Program Development Engineer

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cc: T. Lacy
Project File (K. Park)
P. Green
P. Heeg
M. Bruns - BDE
J. Rowley - BDE



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

October 14, 1999

Mr. Jim Hartwig
Illinois Department of Agriculture
Division of Natural Resources
Bureau of Farmland Protection
Illinois State Fairgrounds
Springfield, IL 62706

RE: STUDIES & PLANS - PHASE I
Macomb Area Study
McDonough County
Job No.: P-94-152-91
Catalog No.: 030010-01

Dear Mr. Hartwig:

The District is in the process of preparing the DEIS for the Macomb Area Study and is currently evaluating potential properties to be used for tree, wetland, and bird habitat mitigation. The District has been informed that the City of Macomb is preparing to sell approximately 168 acres in the northwest corner of the study area. The city originally acquired the property in preparation for an expansion of Spring Lake, the city's water supply. Although plans for a Spring Lake expansion never materialized, the city retained ownership of the property. The proposed bypass would pass through the southeastern corner of the property. The proposed right-of-way for the bypass would utilize approximately 15 acres of the total 168 acres. The remainder of the property is an ideal site for various mitigation efforts.

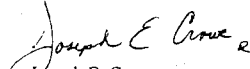
The parcel in question is the northeast 1/4 of Section 28 of Emmet Township. It appears that about 14 acres of this quarter section is used for agricultural crops and another 10 acres is used for other agricultural interests, such as pasturing. The remaining 144 acres is classified as woodland or developed (in this case the developed portion contains a sand quarry). The existing woodland is an extension of the woodland surrounding Spring Lake. This property has potential for development, with its proximity to Macomb, Spring Lake, and natural surroundings. Purchasing this property for mitigation would protect it from development and encourage the continuation of the Spring Lake ecosystem.

The public hearing for the Macomb Bypass Study is currently scheduled for next summer. The City of Macomb is planning to auction off this property in the near future and for various reasons the city feels they can not afford to postpone sale of this land until design approval for the bypass is received. Because of its excellent mitigation potential, the District would like to move on acquiring this property immediately. The City Administrator of Macomb, Mr. Bob Morris, indicated that the city would be willing to work with IDOT on the purchase of this property.

The city has requested we commit to the purchase of the parcel by October 15, 1999, or else they will proceed to auction it October 18, 1999. By this letter we officially notifying you of our intent to purchase this property in advance of the completion of the planning phase. Do to the unfortunate need to act quickly, your response by telephone or E-mail is requested by October 15, 1999.

If you have any questions regarding the above, please contact Ms. Paula Green at (309) 671-3462. Thank you for your cooperation in providing your comments in a timely manner.

Very truly yours,


Joseph E. Crowe
District Engineer

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cc: Tom Lacy (no attachment)
Paula Green (no attachment)
Paul Heeg (no attachment)
M. Henderson - PBQD



Bureau of Land and Water Resources • State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281
217/782-6297 • TDD 217/524-6858 • Fax 217/524-4882

October 15, 1999

Mr. Joseph E. Crowe, District Engineer
Illinois Department of Transportation
Division of Highways / District 4
401 Main Street
Peoria, Illinois 61602-1111

Re: STUDIES & PLANS - PHASE 1
Macomb Area Study
McDonough County
Job No.: P-94-152-91
Catalogue No.: 030010-01

Attn: Paula Green

Dear Mr. Crowe:

The Illinois Department of Agriculture (IDOA) has reviewed the proposed acquisition by IDOT District 4 of 168 acres near Macomb for the purpose of mitigating natural resource impacts for compliance with Illinois' Farmland Preservation Act. (505 ILCS 75/1el.seq.)

The site in question is currently owned by the city of Macomb. It is located in the northeast ¼ of Section 28 of Emmet Township. According to your letter of October 14, 1999, approximately 14 acres are used as cropland, 10 acres are used as pasture, and the remainder is wooded or used as a sand quarry. The McDonough County Soil Survey, which was mapped by the USDA Natural Resources Conservation Service, shows that approximately 35% of the soils are Prime soils, 15% are Important soils, and the rest of the soils are neither Prime nor Important.

The IDOA would have no opposition to the District's acquisition of the site, due mainly to the presence of a high percentage of poorer quality soils. The topography of the site is primarily steeply sloping, and hence, not farmable. Most of the Prime soils are located on the western side of the site in the floodplain of Spring Creek. The Soil Survey indicates these soils are subject to frequent flooding and are less productive due to their wetness. Some of the Prime soils are also forested.

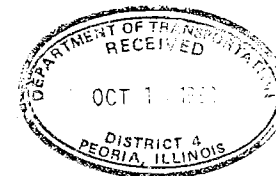
The IDOA would consider the District's acquisition of the site to be consistent with IDOT's Agricultural Land Preservation Policy and with the spirit and intent of the state's Farmland Preservation Act.

Sincerely,


James R. Hartwig, Supervisor
Office of Farmland Protection and Mined Land Reclamation

JRH

cc: Joe Hampton, IDOA
Mike Williams, IDOA
Jim Lippson, IDOA
Warren Goetsch, IDOA
Steve Chard, IDOA
John Rowley, IDOT
Duane Mansir, McDonough County SWCD



DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS

RECEIVED
DISTRICT 4
PROC. DEVELOPMENT



Illinois Department of Transportation

Memorandum

To: J. E. Crowe Attn: Prog. Development Engineer
From: Michael L. Hine By: Peter J. Frantz
Subject: PESA Review
Date: March 27, 2000

Peter J. Frantz

Refer to: FAP 315 (IL 336), Section 32
Job No. P-94-152-91
Macomb (NW) Alignment Bypass Study
From IL Rte. 136 to US Rte. 67
McDonough County
ISGS # 1092

Attached is a copy of the Preliminary Environmental Site Assessment conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Hazardous Waste Survey Request.

Volatile organic testing was done for this project and the attached (ISGS) report indicates possible detection of contamination at two sites. The report has assessed a high risk for this project and recommends that further soil boring and sample analysis needs to be performed to determine the precise nature and extent of the contamination if additional right-of-way is required at these locations.

It is the opinion of this office, in consultation with the Chief Counsel's Office, that if right-of-way acquisition **does not include the ownership or operation** of any underground storage tanks and if construction excavation and **utility relocation** do not exceed the maximum testing depth at each site and does not exceed

0.9 meters (3 feet) within 15 meters (50 feet) of soil boring 1092-3c at Moore Equipment Inc., 4000 East Jackson St.;

2.7 meters (9 feet) within 7.6 meters (50 feet) of soil boring 568-1a and 1.8 meters (6 feet) within 7.6 meters of soil boring 568-1b at Smith Airport (from ISGS # 568), SW corner of US 67 and US 136,

then no additional preliminary testing for the project is necessary. *In addition, please note that three magnetic anomalies were detected at Moore Equipment Inc. (Site 1092-3). These anomalies may be due to the presence of UST(s).*

If the above stipulations can be met, then the project will be in compliance with Departmental Hazardous Waste Policy LEN-13. If the stipulations cannot be met, then the statewide consultant should be requested to perform additional investigations. Please notify this office of any actions you may decide to take concerning these sites (i.e., avoidance, further investigation, etc.). The attached transmittal form is provided for your convenience.

Page 2
March 27, 2000

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact John Washburn at 217/782-7074 or Steven Gobelman at 217/785-4246.

Attachment

cc: Randy Schick
Central Bureau of Land Acquisition
District Bureau of Land Acquisition
District Utility Coordinator
Scott Stitt
Mike Berry

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A-25



Illinois Department of Transportation

Memorandum

To: J. E. Crowe Attn.: Prog. Development Engineer
From: Michael L. Hine By: Larry L. Piche
Subject: Revision to PESA Review
Date: July 20, 2001 *Larry L. Piche*

Refer to: FAP 315 (IL 336), Section 32
Job No. P-94-152-91
Macomb (NW Alignment Bypass Study
From IL Rte. 136 to US Rte. 67
McDonough County
ISGS # 1092

A PESA Review for ISGS # 1092 was sent to you on March 27, 2000. An important notation was inadvertently excluded from the PESA Review. The following should be added to the PESA Review.

Laverdiere Construction Co.'s Sandhill borrow pit (Site 1092-A), SE corner of Section 28, T6N, R3W, contains an illegal landfill, constructed by dumping soil from NTN Bower Co. This soil may contain metals, petroleum hydrocarbons, and PCBs. This site should be avoided if prudent and feasible.

The stipulations in the original PESA Review are still effective, along with this addition. If you have any questions, please advise.

Attachment

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April 25, 2003 – Special Meeting with John Betker, USCOE
NEPA/404 Merger Meeting Minutes
Macomb Bypass
US Route 67/IL Route 336
McDonough County
P-94-152-91

Concurrence Point: Alternate to Carry Forward/Selected Alternative

A list of those in attendance is attached:

The purpose of this meeting and the April 28, 2003 meeting with the other members of the NEPA/404 Merger Team was to obtain concurrence on a revised Macomb Bypass alternative to carry forward. Both meetings reviewed the decision on alternatives evaluated to carry forward at the NEPA/404 Merger meeting held on September 25, 1998.

Paula Green (IDOT) described the history of the project, the evolution of the alternatives studies, the reasons why the alternative which the Merger Team concurred in September of 1998 was being revisited, and the potential impacts of the revised alternative. A handout was distributed that included the information presented by Ms. Green.

The IDOT recommended to the alternative termed NW-15/NE-9R/NE 1 be carried forward. The revisions made to the alignment since the September 1998 Merger Team meeting are a result of a 1999 effort by to reduce agricultural impacts and the development, by a private land owner, of a lake within the NW corridor. A question and answer session followed the presentation.

John Betker (USCOE) asked if boats would be able to get from one side of the lake to the other once the road is constructed across lake? Ms. Green responded that no boats would not be able to get from one side of the lake to the other. Equalization culverts will be placed through the fill for the road to allow for water, fish and other organism to pass from one side of lake to the other but not boats.

Mr. Betker asked what the resulting impacts to wetlands would be with the shift in the alignment due to the lake? Ms. Green answered that shifting the alignment west because of the lake crossing will cause slightly more impact to wetland sites 6A and 7A. Total impact at these sites is 0.41 and 0.87 respectively. IDOT noted that the landowner has been filling these wetlands over the course of several years. The original surveys done in this area noted this fact and the Rock Island COE was notified. A subsequent survey done by INHS in 2000 indicated that the wetlands had decreased in size because of filling. For the purposes of this study IDOT is using the 2000 wetland delineations. During the design phase of this project IDOT will revisit these wetlands to determine their actual size and the resulting impacts. The impacts are anticipated to be substantially less because of filling operations.

Mr. Betker asked how many acres of forested areas is IDOT planning on replanting and what is the quality of the impacted forested areas? Ms. Green answered that IDOT purchase 164 wooded ac. from Macomb for the purposes of mitigation. Approximately 109 ac. of upland forest will be protected from logging and cattle grazing. In addition, approximately 8 ac. of upland forest will be created. Landlocked parcels created as a result of this improvement will provide an additional 5.1 ac. of upland forest creation and 42 ac. of upland forest and 35 ac. of flood plain forest protection. The quality of the impacted forested areas was determined to be

grade C and C- by INHS. INHS survey indicated most impacted forested areas were poor quality.

Mr. Betker wanted to know if IDOT was planning on offering landlocked parcels to adjoining owners? Ms. Green answered that IDOT regulations don't allow us to offer these parcels to adjoining owners. The adjoining property owners would need to first approach IDOT and show interest.

Mr. Betker questioned if there was any public controversy? Ms. Green stated that bird experts and a few landowners in the area are concerned with impacts to bird habitat. Approximately 56.6 acres of prairie grassland will be created to help offset impacts to bird habitat that is taken as a result of this improvement. There is some opposition from local farmers, but nothing organized. The subdivisions east of the lake were concerned with noise impacts. A berm placed east of the road in the area of the lake will help with the noise levels.

Mr. Betker asked if the City of Macomb preferred the northwest bypass over the southern bypass? Ms. Green answered that City had passed a resolution supporting northwest bypass. Macomb also requested a freeway design.

Point of Concurrence: Ms. Green asked Mr. Betker if the USCOE would grant concurrence on preferred alternate?

Mr. Betker responded that he concurred with the alternate shown.

Ms. Green asked if it would be necessary to bring the project back to the COE after the public hearing?

Mr. Betker answered, no, especially if public hearing does not generate any controversy.

April 28, 2003 NEPA/404 Merger Meeting Minutes
Macomb Bypass
US Route 67/IL Route 336

Concurrence Point: Alternate to Carry Forward/Selected Alternative

A list of those in attendance is attached:

IDOT recommended to the Merger Team that an alternative termed NW-15/NE-9R/NE 1 be carried forward. The revisions made to the alignment since the September 1998 Merger Team meeting are a result of a 1999 effort by to reduce agricultural impacts and the development, by a private land owner, of a lake within the NW corridor. A question and answer section followed the presentation.

Terry Savko (IDOA) asked what developments are planned near the lake? Is the landowner planning on building a golf course here? Greg Larson (IDOT) replied the lake itself is primarily used by the owner and his employees for recreational purposes. The property owner built a log cabin which is located on the western end of the lake. The eastern half of the property has been platted for a residential neighborhood. There are a couple houses already built within the new subdivision. To IDOT's knowledge there is no golf course planned in this area.

Heidi Woeber (USFWS) asked if the revised alternative affected additional forested lands? Ms. Green(IDOT) replied that NE-9R impacts 8.0 ac. more woodland than NE-9 and NW-15 impacts 13 ac. more woodland than NW-2R. A wooded mitigation site, approximately 164 ac. in size, has been purchased by IDOT. Mitigation planned at this site and various landlocked parcels include protection of 151 ac. of upland forest and 35 ac. of floodplain forest, planting of 13 ac. of upland forest and creation of approximately 57 ac. of prairie.

J. D. Stevensons (FHWA) asked if NW-15/NE-9R/NE 1 was the preferred alternative? Ms. Green answered yes. If approved by the Merger Team, it would be the only alternative evaluated in detail in Sec. 4 of the DEIS and the only alternative shown at the public hearing. It would also be the recommended alignment in the FEIS. Thus, although it is subject to the DEIS review process and public review, it is likely at the next concurrence meeting the IDOT will recommend it be the selected alternative.

Mr. Stevenson suggested since only one alignment remained that concurrence be granted on the selected alternative? The team could concur today that NW-15/NE-9R/NE 1 is the selected alternative and this project would only need to be brought back to the Merger Team if significant changes resulted from public involvement or comments on the DEIS.

Mr. Stevenson asked if IDOT would want to get concurrence on the selected alignment today? Concurrence on the selected alignment could be given today. If problems or controversy arise from public involvement then IDOT would need to bring the project back to the NEPA group.

Kathy Ames (IDOT) said there is no problem with process of concurring on selected alignment today, before the hearing. This would fall within the regulations.

Newton Ellens (USEPA) asked if the Corps of Engineers (who met with IDOT on April 25 because they were unavailable for the meeting on the 28th) agreed to name NW-15/NE-9R/NE 1 as the selected alternative? Ms. Green stated that at the meeting on April 25, the John Betker (USCOE) granted concurrence of NW-15/NE-9R/NE 1 as the alternative to carry forward (minutes of this meeting precede these minutes). Mr. Betker also said he considered the project's wetland impact to be minor and the project would likely require a Nationwide permit. He also raised the possibility of concurring that NW-15/NE-9R/NE 1 was the selected alternative. In subsequent communication with Mr. Betker he concurred with NW-15/NE-9R/NE-1 as the selected alternative.

Point of Concurrence: It was agreed by those in attendance and by Mr. Betker through e-mail that NW-15/NE-9R/NE 1 would be the selected alternative, completing concurrence point 3. This decision will be revisited only if new concerns or issues arise during public involvement or the DEIS review. IDOT has contacted the Corps, inform them of the team's decision, and confirmed the Corps' concurrence.

Another feature of the proposed project that was discussed at this point was the proposal to include an earthen berm along the eastside of the crossing over the lake. Originally the north/south leg of the NW alignment was depressed below the level of the surrounding ground as a commitment to residential communities located along 950th. These subdivisions were very concerned about noise generated from the new highway. In order to address their concerns the profile of the roadway was lowered.

However, with the creation of the lake it was not only impossible to retain a low profile, but it became necessary to raise the roadway above the elevation of the surrounding ground. In order to address the concerns of the existing subdivisions and prevent problems with subdivisions either platted or proposed around the new lake, an earth berm noise barrier is being proposed east of the roadway in the area of the lake.

Ms. Savko (IDOA) asked if the landowner responsible for the lake be providing the fill for the roadway across the lake and the berm? Ms. Green explained that the source of borrow is not known at this time. However, the lake was not created by excavation, therefore, excess soil would not be available at this location.

To mitigate for impacts to wildlife corridors a series of wildlife underpasses have been proposed. Ms. Green proceeded with a presentation concerning wildlife underpasses. Bridge structures will be widened so that dry ground, above the frequent flood zone, will provide room for animal passage. Several medium sized culverts will be placed at various locations to allow for smaller animals to pass from one side of the road to the other. The areas chosen for wildlife passages were based creating a connection between habitat types on opposite sides of the proposed roadway. Wildlife fencing will be placed along the roadway to keep critters off the road and to funnel them towards the crossings provided. One way gates will be placed at various locations to allow for critters to get off the roadway if they do get in.

Along the NW alignment 2 bridges extensions, 2 single span bridges and 4 medium size crossings are proposed for wildlife passages. Along the NE alignment 1 bridge extension, 1 single span bridge and 1 medium size crossing is proposed.

Attendance Sheet
April 25, 2003
Special Meeting with John Betker, USCOE
NEPA/404 Merger Meeting Minutes
IL 336
Peoria, Fulton and McDonough Counties
P-94-025-00

Name	Representing
John Betker	US Corps of Engineers
Charles Perino	IDOT, Bureau of Design & Environment
John Anderson	IDOT, District 4
Tom Lacy	IDOT, District 4
Paul Heeg	IDOT, District 4
Paula Green	IDOT, District 4
Greg Larson	IDOT, District 4

Attendance Sheet
April 28, 2003
NEPA/404 Merger Meeting Minutes
IL 336

Name	Representing
Terry Savko	IL Department of Agriculture
Heidi Woerber	U.S. Fish & Wildlife
Arlene Kocher	Federal Highway Administration
Jan Piland	Federal Highway Administration
JD Stevenson	Federal Highway Administration
Newton Ellens	U.S. Environmental Protection Agency
Steve Hamer	IL Department of Natural Resources
Larry Piche	IDOT, Bureau of Design & Environment
Kathy Ames	IDOT, Bureau of Design & Environment
Jean Fitts	IDOT, Bureau of Design & Environment
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